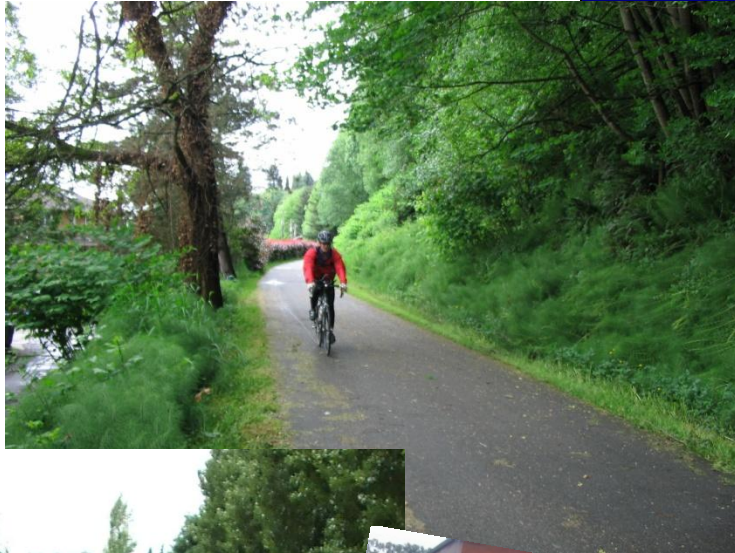


# Regional Trail System in King County

## Issues, Challenges, Priorities

Washington State Transportation Commission  
Local Meeting  
Tuesday, November 16, 2010

## Regional Trail System in King County



### Regional Trails System (RTS)

- 300 Miles of Regional Trails
- 175 Miles Developed or Managed by King County Parks
- Most are Paved
- System Started in 1970s with Forward Thrust Funding
- Transportation and Recreation Corridors
- Hundreds of Miles Planned

# Regional Trail System in King County



## Regional Trails in King County

- Burke-Gilman Trail
- Sammamish River Trail
- Cedar River Trail
- Green River Trail
- I-90 Trail
- Interurban Trail



## Regional Trail System in King County

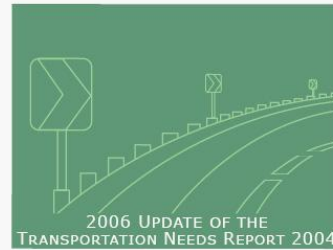
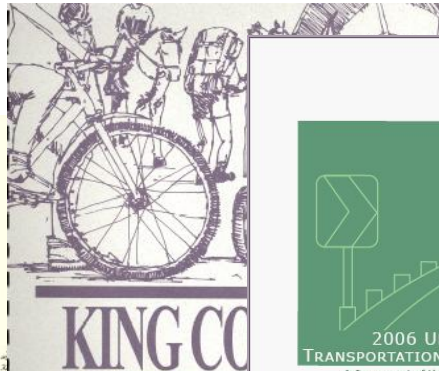
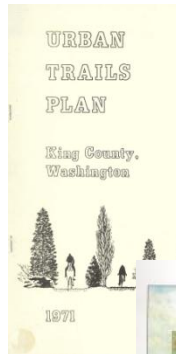


### Why Regional Trails?

- Excellent Nonmotorized Facilities – Off Road, Out of Traffic
- Good for the Environment – Reduce Greenhouse Gases & Other Pollutants
- Promote Healthy Living
- Provide Alternatives to Our Urban Landscapes



# Regional Trail System in King County



Puget Sound Regional Council



*Regional Bicycle and Pedestrian Implementation Strategy  
for the Central Puget Sound Region*

## Regional Trails Planning

- Destination 2030 and Transportation 2040 Regional Plans Include Regional Trails System Projects
- Regional Trails Needs Report (RTNR) Provides Long-Term Plan for King County's Regional Trails
- Regional Trail Inventory and Implementation Guidelines (2004)
- King County Regional Trails Plan (1992)
- Urban Trails Plan (1971)

King County Parks **Your Big Backyard** King County

# Regional Trail System in King County



Trail Alignment



Trail Alignment?



Trail Alignment?

## RTS Issues and Challenges - Land Uses

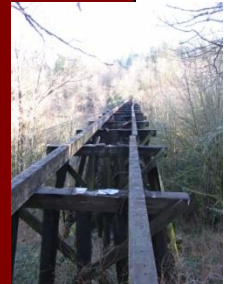
- How to retrofit urban and suburban areas with regional trails? Where? How to integrate with existing neighborhoods and roads?
- How to meet the challenges of topography and the environment? Meet environmental regulations?
- How to reduce administrative hurdles of sharing corridors (Utilities)? Challenges of negotiating and maintaining use agreements

## Regional Trail System in King County



### RTS Issues and Challenges – Filling Trail Gaps and Missing Links

- Filling gaps and missing links to create a regional trail network
- East Lake Sammamish Trail – linking north and south, east and west
- I-90 Corridor – direct link between Eastside and Seattle
- Preston-Snoqualmie Extension – linking east King County cities
- Lake to Sound – connecting the Cedar River and Green River trails via Renton





## Regional Trail System in King County



### RTS Issues and Challenges – Life Cycle Maintenance

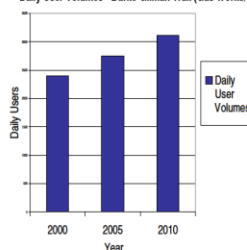
- Trails may be 25-30 years old and are reaching the end of their life cycle.
- Early trails may no longer meet RTS development guidelines or they are at capacity.
- Historic bridges and trestles need repair and ongoing care.



# Regional Trail System in King County



Daily User Volumes - Burke-Gilman Trail (Gas Works)



## RTS Issues and Challenges – Popularity

- Recent counts are still being tabulated, but our experience suggests that the regional trails are increasingly popular
- Bicycle use into urban areas is popular - more people are riding more often and for longer periods
- Bicycle commuting has taken off – one recent survey by Cascade Bicycle Club of Burke-Gilman Trail users found that 68% of weekday users were commuting

# Regional Trail System in King County



## RTS Issues and Challenges – Congestion

- With popularity urban trails are more congested, leading to a greater potential for conflicts and accidents. How can we address this?
- Burke-Gilman Trail design is now outdated for the traffic volumes
- Sammamish River Trail has high ped volumes and often speeding bicyclists

## Regional Trail System in King County



\*Studies have shown the opposite - trails can provide a large community benefit, and raise property values.

### RTS Issues and Challenges – Neighbors vs. Advocates

- Some property owners oppose regional trails fearing that trails bring troublesome activity and lower property values:
- East Lake Sammamish Trail development was delayed due to neighbors' fears and litigation \*
- Burke-Gilman Trail project went to the Growth Hearings Board before Lake Forest Park embraced the trail
- Trail advocates assert their right to use trails with consistent accommodation



## Regional Trail System in King County



### RTS Issues and Challenges – Funding

- Regional Trails are greenways that have many similarities with roadways. They require miles of right-of-way, engineering design, environmental permitting, construction, and ongoing maintenance
- King County's longstanding trail plan will cost hundreds of millions of dollars to complete, but funding on the scale of road building is unavailable

# Regional Trail System in King County



## RTS Priorities – Land Uses

- Continue to acquire trail lands and corridors and develop the RTNR plan
- Search for creative ways to bring new regional trails to urban areas: co-locate with other uses, utility corridors, and new developments.
- Integrate regional trails with existing road rights-of-way - explore providing trails within transportation corridors where these can be integrated safely
- Adaptive re-use of existing urban trails and paths into the RTS

# Regional Trail System in King County

## Major Construction-Related Maintenance Projects Process Best Public Practices Draft August, 2010

### Purpose

The purpose of these guidelines is to ensure consistent procedures for construction activities on King County's Regional Trails System. These practices address agency decision-making, communications, project notification, scheduling, trail user ed subjects. These guidelines are intended to provide a "best approach to notifying and accommodating trail users during action projects. They include guidance on overall project relevant signage, public notification, and accommodation of



## RTS Priorities – Life Cycle Maintenance

- Strategic redevelopment, spot improvements, and ongoing bridge program
- Burke-Gilman Trail redevelopment –
  - 2 miles through Lake Forest Park
- Numerous spot improvements – upgrades and repaving systemwide: Burke-Gilman, Sammamish River, Soos Creek, Snoqualmie Valley trails
- Bridge and trestle repair ongoing: Burke-Gilman, Snoqualmie Valley



# Regional Trail System in King County

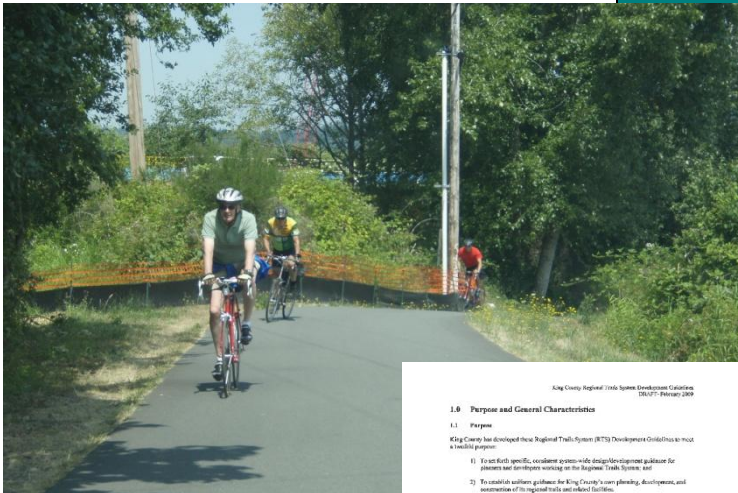
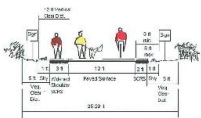
King County Regional Trail System Development Guidelines  
DRAFT- February 2002

Figure 2-3

Figure 2-5

RTS Section 2a															
Date	Items per Earth Day	Preced Days	Surface 798th	Surface Trail?	Induits	66" Shoulder Slope	Shoe	Shoe Distance	Shoe Distance Trail	Preced-Slope Separation	Shoulder Veg Clear Distance	Vet Clear Distance	Trail Development Section	Maintain Section	Grade
Attacker Comprehensive Shoreside Clear Trail (Plastic)	<0000	12.8	Surface Incomplete	Yes	Yes	3.62 ft	11/18	3-6 ft Row	0 ft	6.85 ft	12.8	13.8	26.20 ft	<25%	

- Potential "Comprehensive" buildout section for extensively used trails where ROW is more constrained but some wider shoulders is possible – actual throat width can vary.
- Sub-section section is 3 ft wide and adjacent to paved trail. Close proximity of paved and sub-surface trail sections may result a higher level of maintenance effort.



Trail type with an expanded soft-surface shoulder limited to 5 feet on one side of the trail. May prove alternative where a wider 6 foot soft-surface shoulder is not practical. Type would fit circumstances similar to those of the RTG Section 2.

Contact King County Parks for more information.

Contact King County Parks for more information.



## RTS Priorities – Popularity

- Upgrading popular trails to meet increased demand
- Promoting local RTS connections
- Setting guidelines/standards to ensure up-to-date and consistent design and development
- Recognizing regional trails' potential role in commute trips and targeting facilities and service to this use
- Promoting equitable access to the healthy benefits of the RTS

## Regional Trail System in King County



### RTS Priorities – Congestion

- Reducing congestion by design and upgrading popular regional trails
- Studying new strategies to reduce conflicts in more congested areas: Sammamish River Trail and Redmond Congestion Zone
- RTS on-trail education, rules enforcement, and security: King County Sheriff's Officers' patrols on Burke-Gilman and Sammamish River trails in 2010

## Regional Trail System in King County



### Burke-Gilman Trail Redevelopment Study Citizens Advisory Group

January 26, 2010, 5:30 PM  
Lake Forest Park City Hall  
17425 Battleground Way NE, 1st Fl. L.P. Tennis Center

#### Agenda

- Welcome/Meeting overview
- Introduce Burke-Gilman Trail
- Citizens Advisory Group introductions
- Approval of Nov. 16 minutes
- Introduce King County Trails Coordinator
- Robert Lonsberry, King County Parks
- Detail of view trip
- Burke-Gilman Trail Redevelopment Study update
- North Shore, King County Parks
- Discussion of National Trail Standards
- Materials distributed for review
- Agenda report
- Consideration of next steps



## RTS Priorities – Neighbors vs. Advocates

- Involve local communities in trail project planning and design: extensive use of Citizen Advisory Groups (CAGs) during project conceptualization and during the design process
- Responsive to neighboring property owners and RTS-related issues and problems
- Enhanced efforts to address trail access issues and ensure that trail system remains open and usable, especially by commuters



# Regional Trail System in King County



### Levy Expenditures In Compliance?

[illegible]

<sup>2</sup> Population estimates as of April 1, 2007 prepared by the Washington State Office of Financial Management (OFM).

Puget Sound Regional Council  
Regional TIP Application  
**NEW PROJECTS**

For use beginning January 1, 2009

The application form, instructions, and the TIP/NO materials described in the application are available on the PSRC website ([www.psrc.org/projects/tip/applications/index.htm](http://www.psrc.org/projects/tip/applications/index.htm)) or by calling the PSRC Information Center at (208) 464-7525.

### IMPORTANT INFORMATION AND INSTRUCTIONS

**IMPORTANT INFORMATION AND INSTRUCTIONS**  
Most federally funded projects must be included in the Regional Transportation Improvement Program (TIP). (See TIPINFO-5, *Glossary of Funding Sources* ([www.perc.org/boards/cslr/applications/tipinfo5.pdf](http://www.perc.org/boards/cslr/applications/tipinfo5.pdf)), to determine whether your project must be included). All regionally significant projects, regardless of funding source, must be included in the Regional TIP (see TIPINFO-3, *Guidelines for Identifying "Regionally Significant" Projects* ([www.perc.org/projects/tip/applications/tipinfo3.pdf](http://www.perc.org/projects/tip/applications/tipinfo3.pdf)), to determine whether your project is regionally significant).

**Use this application for:**

- New, federally funded projects to be added to the Regional TIP; or
- New, nonfederally funded projects to be added to the Regional TIP.

**Requirements for matching funds, maintenance and operation of the project, and for the Americans with Disabilities Act.** Submitting a completed TIP Application to the Regional Council means that the sponsoring agency and any co-sponsors identified will:

- Provide the required matching funds for the project;
- Maintain and operate the improvements once the project is built/implemented; and
- Comply with applicable portions of the federal Americans with Disabilities Act, as it affects the project.

NOTE: For step-by-step instructions on how to complete the more complex questions in this application, refer to form TIPNEW-INSTR, *Instructions for Completing the Regional TIP Application for New Projects*. (Link is found at [www.psrc.org/projects/tipapplications/index.htm](http://www.psrc.org/projects/tipapplications/index.htm). Additional TIP reference materials are available at [www.psrc.org/projects/tipapplications/reference.htm](http://www.psrc.org/projects/tipapplications/reference.htm).)

The following Regional Council staff are available for assistance:

For overall TIP questions:

Dirk Singer (206) 587-4812 [dirksinger@comcast.net](mailto:dirksinger@comcast.net)  
For questions on air quality, regulatory, professional, or business:

Kelly McGourty (206) 971-3601 [kmcgourty@u.washington.edu](mailto:kmcgourty@u.washington.edu)

For questions on functional classification:  
 Stephanie Brown (206) 971-3054 [steph@truen.com](mailto:steph@truen.com)

For questions on Destination 2030 ID number and project status:

Jeff Fikoria (206) 464-6180 [jfikoria@psrc.ca](mailto:jfikoria@psrc.ca)  
For questions on GMA plan certification and plan consistency:

Yonik Slovans-Wajda (206) 971-3276 [yslovans@psrc.org](mailto:yslovans@psrc.org)

PSRC website: [www.psrc.org](http://www.psrc.org)

Attach completed application to an e-mail and send to: [spago@psrc.org](mailto:spago@psrc.org).

Attach completed application to an e-mail and send to: [spapp@psrc.org](mailto:spapp@psrc.org).  
If unable to e-mail, you may fax or mail your completed application. If faxing or mailing your application, please provide an electronic copy on CD or diskette. Send all materials to:

Dirk Elmer  
School of Business, University of Victoria

Puget Sound Regional Council  
1011 Western Avenue, Suite 5

Seattle, WA 98104-1035  
E-Mail: [jeff@jeff.com](mailto:jeff@jeff.com), [jeff@jeff.com](mailto:jeff@jeff.com)

**\*\*\* REMINDER \*\*\***  
Application is not complete until PSRC also receives map and Attachments A and/or B (at end of this form), as necessary.

## RTS Priorities – Funding

- Secure adequate and consistent funding for development, operations, and preservation
- Pursue the present Parks Levy strategy
  - dedicates funding for regional trail capital projects and operations
- Ensure the existing Real Estate Excise Tax (REET) funds remain available for trail development
- Maximize federal and state transportation and recreation grant opportunities recognizing RTS dual role

King County Parks **Your**  King County  
**Big Backyard**